

## **TOWN OF DAVIE TOWN COUNCIL AGENDA REPORT**

**TO:** Mayor and Councilmembers

**FROM/PHONE:** David Quigley, Planning and Zoning Manager (954-797-1103)

**PREPARED BY:** David Quigley, Planning and Zoning Manager

**SUBJECT:** Ordinance

**AFFECTED DISTRICT:** District 1

**ITEM REQUEST:** **Schedule for Council Meeting**

**TITLE OF AGENDA ITEM:** COMPREHENSIVE PLAN AMENDMENT - AN ORDINANCE OF THE TOWN OF DAVIE, FLORIDA, ADOPTING COMPREHENSIVE PLAN AMENDMENT APPLICATION LABC-05-1A, AMENDING THE TOWN OF DAVIE COMPREHENSIVE PLAN BY ADDING THE LAND USE CATEGORY "TRANSIT ORIENTED CORRIDOR" AND ADDING NEW POLICIES RELATING TO THE TRANSIT ORIENTED CORRIDOR DESIGNATION; AND BY CHANGING THE FUTURE LAND USE MAP DESIGNATION OF CERTAIN LANDS FROM: "INDUSTRIAL", "COMMERCIAL", "COMMERCE/OFFICE", "COMMUNITY FACILITY", "RECREATION AND OPEN SPACE", "TRANSPORTATION", "UTILITY", AND "RESIDENTIAL 10 DU/ACRE" TO: "TRANSIT ORIENTED CORRIDOR"; PROVIDING FOR SEVERABILITY; AND, PROVIDING FOR AN EFFECTIVE DATE. {Approved on First Reading March 1, 2006, with Councilmember Crowley's corrections. All voted in favor.} (tabled from July 29, 2009)

**REPORT IN BRIEF:** The proposed ordinance is necessary to adopt the Transit Oriented Corridor Future Land Use designation and associated land use policies within the Town's Comprehensive Plan consistent with changes adopted by Broward County on June 23, 2009. The proposed amendment, which includes amendments to the Future Land Use Map for a 905 acre area along State Road 7, is necessary to implement the community vision plan, known as the SR7/441 Corridor Master Plan, adopted by the Town Council on September 7, 2005. The community vision plan was created as part of the State Road 7/U.S. 441 Strategic Master Plan charrette series conducted on July 17 – 23, 2004. The community vision plan was conducted to improve the economic and aesthetic conditions along the SR 7/US 441 corridor and to increase mobility along the corridor through enhanced transportation and land use coordination.

The County's Transit Oriented Corridor was created to encourage transit supportive development along the SR 7/US-441 Corridor and to capture economic development potential of the corridor. Broward County Transit Bus Route 18 currently has the highest level of transit ridership in the County (Table 7-14, Broward County Transit Development Plan, 2007) and the 2030 Long Range Transportation Plan includes plans for premium transit services along this corridor, including Bus Rapid Transit. Broward County Transit has recorded approximately 4.5 million annual riders on the State Road 7 Route 18 (Table 7-10, Broward County Transit Development Plan, 2007).

The existing, primarily Industrial, Future Land Use Map designations along the corridor provide limited opportunity for transit supportive development (see Attachment 2). The proposed Transit Oriented Corridor will provide the necessary mix of land uses, density and design features to encourage transit usage and a sense of place currently lacking along the corridor (see Attachment 3). The proposed uses, densities and intensities are supported by a March, 2004 Advisory Services Panel Report by the Urban Land Institute (see Attachment 4).

The proposed amendment provides for the full densities and intensities needed through the 2020 planning period but with two distinct planning horizons (<2015 and 2015+). These planning horizons will provide a more realistic guide for the planning of public facilities for the entire 905 acre area while avoiding the need for incremental amendments in the future. The amendment includes policies necessary to ensure compatibility of development and the proper provision of necessary public facilities and services, such as water, wastewater, drainage, transit and affordable housing (see Staff Report for complete concurrency analysis). Note that new zoning regulations and zoning changes must be adopted to fully implement the TOC amendment.

The Department of Community Affairs issued the Objections, Recommendations and Comments (ORC) report on November 3, 2006 (see staff report for details). The only objection to the amendment was with regard to water and wastewater facilities, which has been addressed by way of the Ten-Year Water Supply Plan (approved by Town Council on 02-18-09) and the EAR-based amendments (to be adopted concurrently with this amendment).

Assuming the Town adopts the TOC amendment as proposed, the following two issues must be addressed prior to applying for recertification with the Broward County Planning Council.

**Airport issues.** In an effort to obtain approval of the Broward County TOC amendment, the Town adopted Resolution 2006-201, which requires adoption of a separate noise mitigation agreement between the Town and Broward County. Staff intends to bring a draft noise mitigation agreement to Town Council sometime prior to applying for recertification with the County. Among other things, the noise mitigation agreement will prohibit the location of residential uses within the 65 DNL or higher noise contours.

**Affordable housing.** Although both the Town and the County agree that a minimum of 15 percent of the new residential development should qualify as affordable, a formal agreement will be necessary to ensure that any newly created affordable housing units remain affordable for the 15 year term as required in Broward County regulations. Staff will prepare an agreement for Town Council consideration at a later date.

**PREVIOUS ACTIONS:** The Town Council approved the SR7/441 Corridor Master Plan on September 7, 2005 via R-2005-236. Town Council voted to transmit the amendment to the Department of Community Affairs on March 1, 2006.

On July 29, 2009, Council tabled this item to August 19, 2009.

**CONCURRENCES:**

- ☐ This item was approved by the LPA on January 11, 2006.
- ☐ This item was approved by the Davie CRA at their January 30, 2006 meeting.
- ☐ The Broward County Commission voted to designate the area as a Transit Oriented Corridor on June 23, 2009.

- ☐ The Department of Community Affairs issued the Objections, Recommendations and Comments (ORC) report on November 3, 2006.
- ☐ The Davie CRA voted in favor of adoption of the Town's TOC amendment on July 13, 2009.

**FISCAL IMPACT:** not applicable

Has request been budgeted? n/a

Additional Comments:

**RECOMMENDATION(S):** Motion to approve ordinance

**Attachment(s):** Ordinance, Staff Report

ORDINANCE \_\_\_\_\_

AN ORDINANCE OF THE TOWN OF DAVIE, FLORIDA, ADOPTING COMPRHENSIVE PLAN AMENDMENT APPLICATION LABC-05-1A, AMENDING THE TOWN OF DAVIE COMPREHENSIVE PLAN BY ADDING THE LAND USE CATEGORY "TRANSIT ORIENTED CORRIDOR" AND ADDING NEW POLICIES RELATING TO THE TRANSIT ORIENTED CORRIDOR DESIGNATION; AND BY CHANGING THE FUTURE LAND USE MAP DESIGNATION OF CERTAIN LANDS FROM: "INDUSTRIAL", "COMMERCIAL", "COMMERCE/OFFICE", "COMMUNITY FACILITY", "RECREATION AND OPEN SPACE", "TRANSPORTATION", "UTILITY", AND "RESIDENTIAL 10 DU/ACRE" TO: "TRANSIT ORIENTED CORRIDOR"; PROVIDING FOR SEVERABILITY; AND, PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town Council of the Town of Davie desires to create a Transit Oriented Corridor Future Land Use designation and to assign such designation to an area of approximately 905 acres along State Road 7/US441; and

WHEREAS, the Local Planning Agency of the Town of Davie conducted a public hearing on the proposed amendments on January 11, 2006 as required by State Statutes; and

WHEREAS, the Town Council of the Town of Davie conducted a public hearing on February 15, 2006 to consider whether to transmit the proposed amendment to the Department of Community Affairs; and

WHEREAS, the adoption of Broward County's Transit Oriented Corridor amendment was delayed for over two years as the Town attempted to resolve the water and wastewater issues and while the County awaited a Record of Decision involving expansion of the Ft. Lauderdale International Airport; and

WHEREAS, in order to overcome objections of the Department of Community Affairs in regard to water, wastewater and water supply, the Town amended its Capital Improvements Element, adopted a Ten-Year Water Supply Plan and adopted other

amendments by way of its EAR-based amendment package, which will be adopted concurrently with this Transit Oriented Corridor amendment; and

WHEREAS, the Town Council of the Town of Davie conducted a public hearing on July 29, 2009, to consider adoption of the proposed amendment; and

WHEREAS, the proposed amendment is in conformance with the Town of Davie Comprehensive Plan and the Broward County Land Use Plan; and

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF DAVIE, FLORIDA.

SECTION 1. That the Future Land Use Element of the Town of Davie Comprehensive Plan is hereby amended as set forth in [Exhibit “A”](#).

SECTION 2. That the Future Land Use Plan Map designation for the property described in [Exhibit “B”](#) is hereby amended and changed from Industrial, Commercial, Commerce/Office, Community Facility, Recreation and Open Space, Transportation, Utility and Residential 10 DU/Acre, to Transit Oriented Corridor.

SECTION 3. That the Future Land Use Plan Map is hereby amended to show the property described in Section 1, herein, as Transit Oriented Corridor.

SECTION 4. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

SECTION 5. The effective date of this plan amendment shall be conditional upon Broward County Planning Council recertification and the date a final order is issued by the Department of Community Affairs or Administration Commission finding the amendment in compliance in accordance with Section 163.3184, F.S.

PASSED ON FIRST READING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2009

PASSED ON SECOND READING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2009

\_\_\_\_\_  
MAYOR/COUNCILMEMBER

ATTEST:

\_\_\_\_\_  
TOWN CLERK

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2009

#### EXHIBIT "A"

*\*Changes made after the Town's transmittal hearing on 02-15-06 are shown in underline/strikethrough.*

#### **~~POLICY GROUP 26: TRANSIT ORIENTED CORRIDOR~~**

**~~Objective 26:~~** Objective 13.1: Transit Oriented Corridor Use. The Town shall maintain a Transit Oriented Corridor (TOC) designation for the area between SR7/441 to the east, the Florida turnpike to the West and the Town boundaries to the north and south. Redevelopment and development of this area shall be consistent with the adopted Town of Davie State Road 7/441 Corridor Master Plan (Resolution #2005-236). Nothing in this land use plan amendment will impair or diminish the rights of existing landowners or their successors or assigns to continue the use and enjoyment of their properties consistent with the current land use existing at the time of adoption.

**~~Policy 26-1~~** **Policy 13.1-1:** The Transit Oriented Corridor land use category shall facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or locally adopted financially feasible transportation or transit plan.

State Road 7, which is an existing transit corridor designated for high-performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, may be appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designated

in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or locally adopted financially feasible transportation or transit plan.

**~~Policy 26-2~~ Policy 13.1-2:** Within the TOC land use category, the following mix of uses shall be included within the land designated. Office, Industrial/Flex and Residential uses shall be the principal uses. In addition, the maximum intensity allowed within the TOC is as indicated below:

	<b>Proposed intensity &lt;2015</b>	<b>Proposed intensity 2015+</b>	<b>Existing intensity</b>	<b>Max Allowed</b>
Office:	1,100,000 sq.ft.	600,000 sq.ft.	0	1,700,000 sq.ft.
Industrial/Flex:	700,000 sq.ft.	500,000 sq.ft.	2. 4 million sq.ft.	3.6 mill. sq.ft.*
Commercial:	350,000 sq.ft.	150,000 sq.ft.	100,000 sq.ft.	600,000 sq.ft.
Residential:	3,200 d.u.	3,000 d.u.	228 d.u.	6,428 d.u.
Hotel:	500 rooms	250 rooms	0	750 rooms

\* office is included in the Industrial/Flex category for calculation purposes for existing intensity.

**~~Policy 26-3~~ Policy 13.1-3:** Residential use is a required component within a Transit Oriented Corridor. The location of residential uses shall be incorporated into a mixed-use project or mixed use building with the location of residential uses consistent with those identified within the SR 7/441 Corridor Master Plan. Exclusively residential buildings, not part of an overall mixed-use project, shall be discouraged unless supporting commercial and office is within 1000' linear feet. The TOC through implementing regulations of agreements shall ensure that an appropriate balance of residential and non-residential uses occur in a manner to support each other.

Maximum residential density shall not exceed 32 units per gross acre, and no more than a total of 3,428 residential dwelling units shall be permitted within the SR7/441 TOC during the planning horizon of 2015. The future planning horizon of 2015+ shall provide for an additional 3,000 residential units, consistent with the ultimate build-out plan depicted in the SR7/441 Corridor Master Plan and the ULI Regional Market Study. However, in the event the residential dwelling units or any other uses are requested before the 2015 planning horizon, Town Council will hear such request and determine, based upon the SR7/441 Corridor Master Plan, whether to move this planning horizon forward. In no case, shall the planning horizon be reviewed before the necessary concurrency requirements have been addressed.

A total of 15% of the residential units shall be provided as affordable housing. Affordable housing shall be encouraged as bonus density consistent with Broward

County Planning Council Administrative Rules Document, Article 8. The Town shall create a mechanism to ensure that affordable housing, required as part of this land use plan category, shall remain affordable in the future. The intent of the affordable housing is to ensure that those affordable units are integrated into a development proposal and not easily identified by location or design within the overall community. The affordable housing requirement of this land use category may be included within an overall housing master plan.

Residential density shall be distributed along the corridor consistent with the SR7/ 441 Corridor Master Pan. Residential densities shall be provided for as follows:

<b><u>Location:</u></b>	<b><u>&lt;2015</u></b>	<b><u>2015+</u></b>	<b><u>TOTAL</u></b>
<u>North of Oakes Road</u>	<u>2,000 d.u.</u>	<u>1,500 d.u.</u>	<u>3,500 d.u.</u>
<u>North of Griffin Road</u>	<u>678 d.u.</u>	<u>750 d.u.</u>	<u>1428 d.u.</u>
<u>South of Griffin Road</u>	<u>750 d.u.</u>	<u>750 d.u.</u>	<u>1,500 d.u.</u>

<b><u>Location:</u></b>	<b><u>&lt;2015</u></b>	<b><u>2015+</u></b>	<b><u>TOTAL</u></b>
<u>North of Oakes Road*</u>	<u>2,000 d.u.</u>	<u>1,200 d.u.</u>	<u>3,200 d.u.</u>
<u>North of Griffin Road</u>	<u>678 d.u.</u>	<u>722 d.u.</u>	<u>1400 d.u.</u>
<u>South of Griffin Road</u>	<u>750 d.u.</u>	<u>1078 d.u.</u>	<u>1,600</u>

Nothing in this policy shall limit the ability to address future redevelopment needs in the planning horizon post 2015.

**Policy 26-4 Policy 13.1-4:** The designation of land to transit oriented corridor and the increase in residential density is part of a planned growth management strategy to stimulate pedestrian oriented live and work places in connection with planned public transit investment. Such designation shall not be used as a basis for increases in density and/or intensity outside of TOC or designated redevelopment areas.

**Policy 26-5 Policy 13.1-5:** Additional or expanded stand alone automobile oriented uses such as: large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; carwashes; and drive-through facilities are discouraged unless designed in a manner to encourage pedestrian and transit usage or strategically located interior to the TOC, preserving the streetscape and consistent with the adopted SR7/441 Corridor Master Plan.

**Policy 26-6 Policy 13.1-6:** The redevelopment and development within the TOC shall ensure that all parcels of land have sidewalks connecting to transit stops. Such connections shall be required as part of the land development regulations adopted to



implement the TOC land use category. Street connections and sidewalk locations shall, at a minimum, be consistent with the SR7/441 Corridor Master Plan.

**~~Policy 26-7~~ Policy 13.1-7:** The Town shall coordinate and collaborate with the CRA for the implementation of the SR7/441 Corridor Master Plan.

**~~Policy 26-8~~ Policy 13.1-8:** The Town, through coordination with the CRA, shall provide for a community shuttle bus throughout the TOC to connect the existing uses along SR7 to the existing uses to the west. Such shuttle shall be funded through a fair-share cost to development proposed in the area and shall be on-line at time of the effective date of the land use plan amendment.

**~~Policy 26-9~~ Policy 13.1-9:** To further implement the intent of the TOC, the Town shall investigate the creation of urban growth boundaries targeting specifically identified urban redevelopment areas, including the Regional Activity Center.

**~~Policy 26-10~~ Policy 13.1-10:** The Town shall investigate potential funding mechanisms and partnerships to construct a bridge over the Florida Turnpike at Oakes Road to connect the TOC to the western portion of the Town, as depicted in the SR7/441 Corridor Master Plan. The Town shall also investigate the feasibility of additional access points from I-595 ramps into the area.

**~~Policy 26-11~~ Policy 13.1-11:** Existing and proposed residential development shall be designed to be integrated into the existing neighborhoods created through the implementation of the TOC. Compatibility and appropriate transitional design elements will be reviewed at time of site plan review, consistent with the land development regulations adopted to implement the TOC land use category. Such regulations and review shall ensure that existing heavy industrial uses will not become incompatible with new developer and that new developer shall provide buffers and site design in light of the existing uses. Single-family detached dwellings units may be permitted as part of an overall residential mixed-use project consistent with the adopted land development regulations.

**~~Policy 26-12~~ Policy 13.1-12:** Public plazas, urban open space or green space/pocket parks uses that are accessible to the public shall be provided as an integrated component within the TOC. The location of such open areas shall be consistent with the required amount of Recreation and Open Space identified in the permitted uses section of the land use plan. The design of such areas shall be reviewed through the site plan review process and consistent with the land development regulations adopted to implement the TOC land use category and with the design established through the SR7/441 Corridor Master Plan.

**~~Policy 26-13~~ Policy 13.1-13:** Consistent with the intent of a TOC land use category, design features shall be required that promotes and enhance pedestrian mobility, including connectivity to transit stops and stations. Such design elements shall include, but not be limited to the following:

- Integrated transit stops with shelter, or station (within the TOC area).
- Pedestrian and bicycle paths ranging in width from 5 to 24 feet (5 feet shall be the minimum consistent with ADA requirements) shall be required that minimize conflicts with motorized traffic, and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- Buildings shall front the street with zero or minimal setbacks, as required per the Land Development Regulations adopted to implement the TOC land use category.
- Vehicle parking strategies shall be adopted that encourage and support transit usage (such as parking that does not front the street shared parking, parking structures, and/or reduced parking ratios). The Town shall provide, as part of the street master plan for on-street parking, and investigate opportunities for public/private partnerships for structured parking and other mechanisms for reducing vehicle parking requirements.
- Streets, both internal to and adjacent to the TOC shall be designed to discourage isolation and provide connectivity. The Town shall adopt a street right-of-way master plan to implement this policy. All development shall be reviewed for consistency with the road right-of-way master plan.

**~~Policy 26-14~~ Policy 13.1-14:** The Town shall require, as part of the development review process and consistent with the design of the SR7/441 Corridor Master Plan, internal pedestrian and transit amenities to promote alternative modes of transportation. These amenities shall include, but not be limited to: seating benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, and bicycle parking. Additional amenities incorporated into the street pattern shall include, but not be limited to: clocks, fountains, sculptures, drinking fountains, banners, flags and food and refreshment vendor areas. All such required amenities shall be reviewed as part of the land development review process and shall be consistent with the land development regulations adopted to implement the TOC land use category.

**~~Policy 26-15~~ Policy 13.1-15:** The Town shall prepare and adopt land development regulations to implement the TOC land use category no later than one year from adoption of the land use plan category and plan amendment.

**~~Policy 26-16~~ Policy 13.1-16:** Recognizing the goal of the TOC land use category is to promote transit usage and other methods of reducing single-occupancy vehicles upon overcapacity roadways, any required transportation impact analysis shall consider the modal shift provided through the provision of transit and transit oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed use projects. Such required transportation impact analysis shall become the basis for the fair-share cost of providing for local transit shuttle buses operating throughout the Town of Davie TOC.

**~~Policy 26-17~~ Policy 13.1-17:** The Town will continue to coordinate with the Davie Utilities Department to ensure that adequate water and wastewater facilities are available for all future development.

**~~Policy 26-18~~ Policy 13.1-18:** The Town shall adopt a rights-of-way master plan for the TOC within one year from the adoption of the TOC amendment.

**~~Policy 26-19~~ Policy 13.1-19:** The Town shall participate in the Broward County School Board Staff Working Group, School Design Subcommittee and any other relevant committee to ensure that adequate school facilities are provided within the general vicinity. Consistent with the SR7/ 441 Corridor Master Plan, the Town and the CRA shall continue to investigate the possibility of location a school site with in the TOC.

**~~Policy 26-20~~ Policy 13.1-20:** The Town shall prepare an area-wide Development of Regional Impact (DRI), adopt a separate comprehensive plan amendment, or take such other actions as are necessary to facilitate the provisions of public facilities, streamline development, and ensure that the fair-share cost of development is paid by the projects as they are built.

**~~Policy 26-21~~ Policy 13.1-21:** The Town will coordinate with the South Florida Education Center (SFEC) to enhance ~~working~~ employment opportunities through various job training programs.

**~~Policy 26-22~~ Policy 13.1-22:** An interlocal agreement between the municipality and Broward County shall be executed no later than six months from the effective date of adoption of a Transit Oriented Corridor which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the affected municipality.

**~~Policy 26-23~~ Policy 13.1-23:** The implementation of the TOC shall ensure coordination with the redevelopment plans of the Regional Activity Center (RAC).

**~~Policy 26-24~~ Policy 13.1-24:** It is the intent of the Town of Davie to recognize and respect judicially acknowledged or constitutional protected private property rights. It is the intent of the Town of Davie that all ordinances, regulations, and programs adopted pursuant to Policy Group 26 must be developed, promulgated, implemented, and applied with sensitivity for private property rights and not be unduly restrictive, and property owners must be free from actions of others which would harm their property.

~~Objective 26-~~**Policy 13.1-25:** The Town shall review development applications within the established urban redeveloped area(s) as to their impact on the local, county, state and Florida Intrastate Highway System, so as to encourage alternatives to automobile travel.

**~~Policy 26-1~~ Policy 13.1-26:** The Town shall establish development strategies for the established urban redeveloper area(s) which will encourage the use of safe and

convenience access to public transit terminals, sidewalks, boardwalks, and public parking areas.

**~~Policy 26-2~~ Policy 13.1-27:** The Town shall coordinate its strategies for automobile travel alternatives with the plans and programs of Broward County and Florida FDOT, and appropriate state plans and statutes. A designated Town representative shall interface with the above agencies to coordinate transportation planning alternative on an annual or more frequent basis as necessary.

## **~~FUTURE LAND USE PLAN~~** **~~PLAN IMPLEMENTATION~~**

### **~~Permitted Uses and Densities in Future Land Use Plan Categories~~**

**~~\*\*\*\*\*~~**

***To be added to Future Land Use Element, Plan Implementation section:***

#### **TRANSIT ORIENTED CORRIDOR LAND USE CATEGORY.**

The Transit Oriented Corridor land use category is intended to encourage development and redevelopment consistent with the adopted State Road 7/441 Corridor Master Plan. The category is to facilitate mixed use development, encourage mass transit through the development of projects with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus). For an area to qualify as a Transit Oriented Corridor, the following criteria must be met:

The location of any TOC must be along an existing and/or planned high performance transit service corridors designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or locally adopted financially feasible transportation or transit plan.

The densities and intensities of land uses permitted within the TOC shall be consistent with the following levels of development:

	<b>Proposed intensity &lt;2015</b>	<b>Proposed intensit 2015+</b>	<b>Existing intensit</b>	<b>Max. allowed</b>
Office:	1,100,000 square feet	600,000 sq.ft.	0	1,700,000 sq.ft.
Industrial/Flex	700,000 square feet	500,000 sq.ft.	2.4 million sq.ft.	3.6 million* sq
Commercial	350,000 square feet	150,000 sq.ft.	100,000 sq.ft.	600,000 sq.ft.
Residential	3,200 dwelling units	3,000 D.U.	228 D.U.	6,428 D.U.
Hotel:	500 rooms	250 rooms	0	750 rooms

Open Space 120 acres minimum\*\*\*

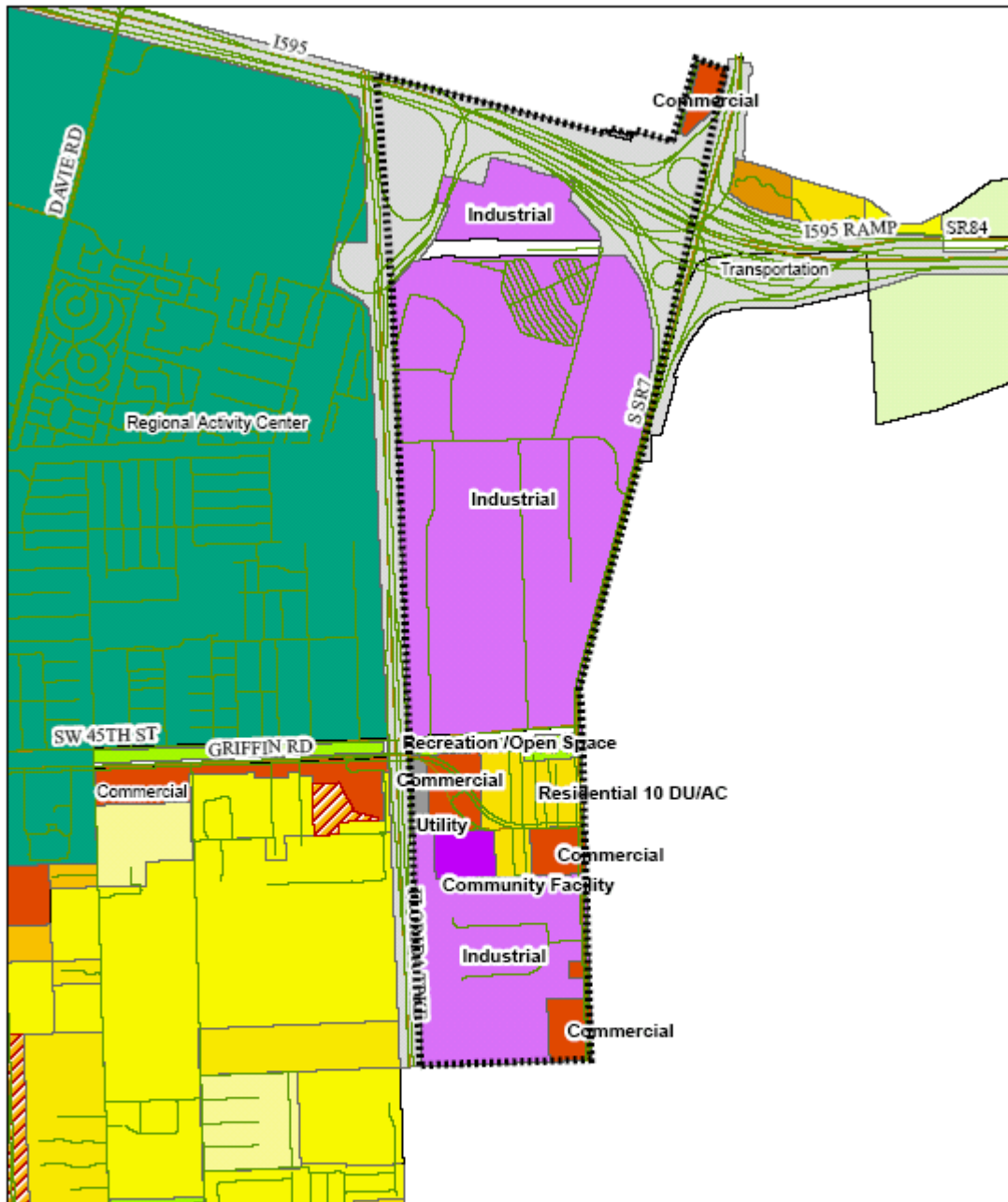
\* office is included in the Industrial/Flex category for calculation purposes for existing intensity.

\*\* residential consists of 1,800 high rise dwelling units, 2,650 mid-rise dwelling units, 1,250 garden apartment and 500 townhouse dwellings. No residential units shall be constructed north of I-595.

\*\*\* Open space shall include but not be limited to parks and open space, stormwater retention ponds, drainage easements, landscaped areas and other pervious areas fulfilling the goal of water recharge into the aquifer.

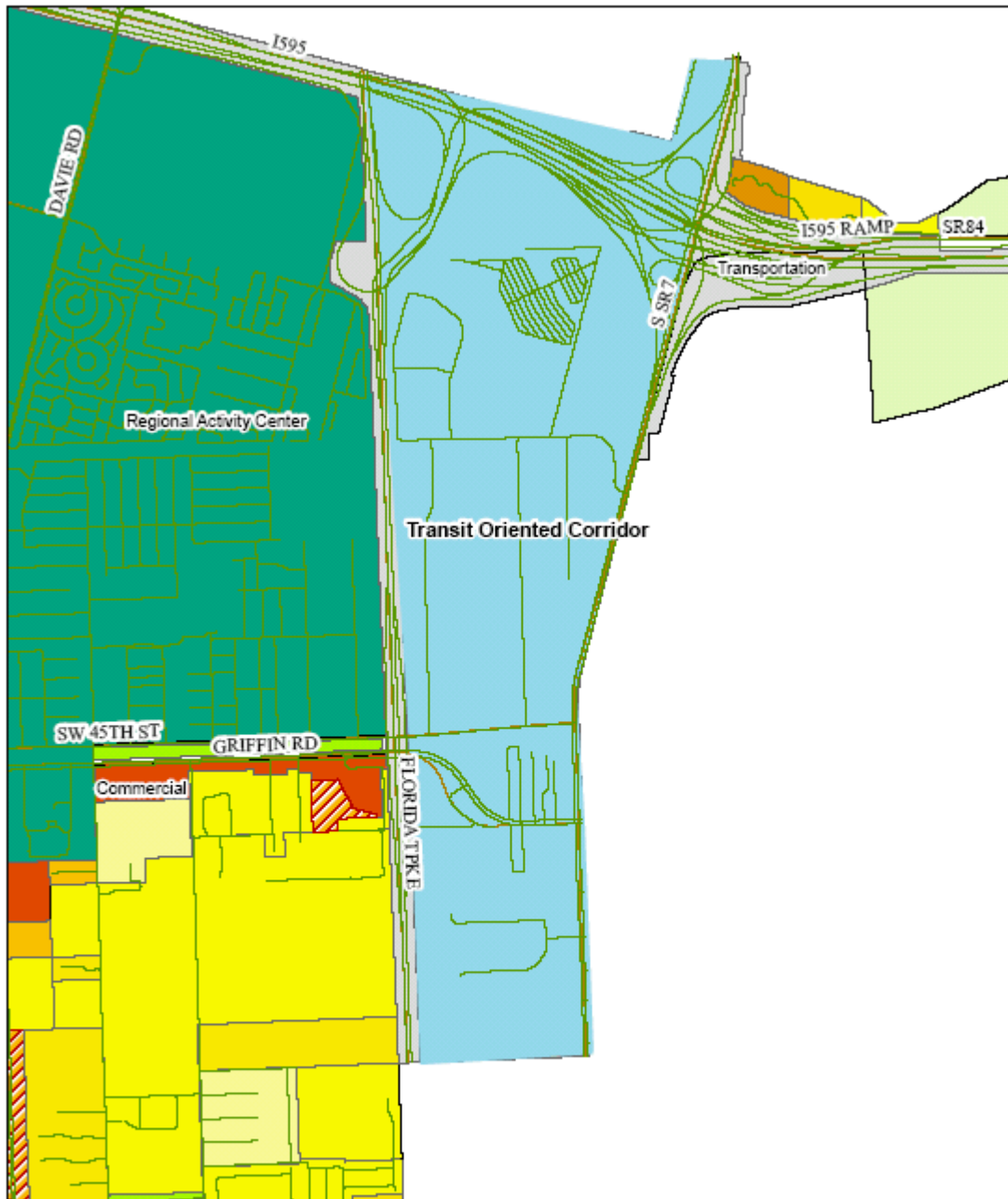
At least 15% of the residential units shall be provided as affordable as defined in Article 8 of the Broward County Land Use Plan, and the affordability of the units shall be maintained for the period of 15 years. No development plan for this project shall be approved unless a declaration of restrictive covenants, a plat note or other form of enforceable restriction acceptable to the City is included therein which provides assurances that the affordable housing requirements will be met.

## **EXHIBIT “B”**



0 455 910 1,820 2,730 3,640 Feet

Existing Future Land Use Map  
Transit Oriented Corridor  
LABC 05-01A



0 500 1,000 2,000 3,000 4,000 Feet

Proposed Future Land Use Map  
Transit Oriented Corridor  
**LABC 05-01A**



**BACKUP DOCUMENTATION**

**PREVIOUSLY DISTRIBUTED**

**(for reference, please see item 6.4  
from the July 29, 2009 meeting)**